

in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received by December 2, 1996.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No. 28641, Washington, D.C. 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Ave., SW., Washington, D.C. 20591; telephone (202) 267-3132. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

**FOR FURTHER INFORMATION CONTACT:** Fred Haynes, (202) 267-3939, or Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C. on September 30, 1996.

Joseph A. Conte,  
Acting Assistant Chief Counsel for  
Regulations.

#### *Petitions for Rulemaking*

*Docket No.:* 28641.

*Petitioner:* Air Transportation Association of America (ATA).

*Regulations Affected:* 14 CFR 121.417.

*Description of Rulechange Sought:* To revise initial and recurrent emergency training requirements of flightcrew members and flight attendants and separate flightcrew member and flight attendant emergency training regulations into two distinct regulations.

The petitioner feels that such change would promote safety by increasing flight attendant emergency preparedness through increased current hands-on emergency equipment training and by making more training time available for pilots in areas deemed important by FAA, NTSB, and airlines.

[FR Doc. 96-25416 Filed 10-3-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Chapter I

[Summary Notice No. PR-96-6]

#### **Petition for Rulemaking; Summary of Petitions Received; Dispositions of Petitions Issued**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for rulemaking received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR Part 11), this notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received by December 3, 1996.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No. 28631, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-3132. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

**FOR FURTHER INFORMATION CONTACT:**

Fred Haynes, (202) 267-3939, or Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC, on October 3, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

#### Petitions for Rulemaking

*Docket No.:* 28631.

*Petitioner:* Samuel J. Burris.

*Regulations Affected:* 14 CFR 121.575.

*Description of Rulechange Sought:* To prohibit U.S. air carriers from serving, and passengers from consuming, alcoholic beverages on all foreign and domestic flights.

The petitioner feels that such change would enhance safety for passengers in the plane and people on the ground because the prohibition would reduce the number of incidents of offensive and criminal acts associated with the consumption of alcohol during flights.

[FR Doc. 96-25544 Filed 10-3-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 39

[Docket No. 95-NM-199-AD]

RIN 2120-AA64

#### **Airworthiness Directives; McDonnell Douglas Model DC-10 Series Airplanes and KC-10A (Military) Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-10 series airplanes, and KC-10A (military) airplanes, that would have required high frequency eddy current inspection(s) to detect cracks in the secondary pivot support of the horizontal stabilizer, and various follow-on actions, if necessary. That proposal was prompted by reports of crack development in the secondary pivot support of the horizontal stabilizer due to fatigue. This action revises the proposed rule by adding repetitive visual inspections. The actions specified by this proposed AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the horizontal stabilizer and, subsequently, lead to reduced controllability of the airplane.

**DATES:** Comments must be received by October 30, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103,